GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA

UNSTARRED QUESTION NO:1741
ANSWERED ON:03.08.2000
CONSTRUCTION OF ROBs/RUBs IN RAJASTHAN
RASA SINGH RAWAT

Will the Minister of RAILWAYS be pleased to state:

(a) the number of proposals for construction of road over bridges and road under bridges at various railway stations/railways lines in Rajasthan pending with the Union Government;

(b) the number of representations received by the Government in this regard and names of places where these road over bridges and road under bridges are proposed to be constructed;

(c) the criteria fixed by the Railways in regard to construction of such bridges;

(d) whether the Government have made estimate for the construction of these bridges;

(e) if so, the details thereof ?

(f) the reasons for not bearing total expenditure by Railways in public interest in case the State Governments are not in a position to bear their due share;

(g) whether the Government are aware that there is a demand for a long time to construct road over bridges and road under bridges in Kishangarh and Vijay Nagar in Ajmer district;

(h) if so, the details thereof; and

(i) the steps proposed to be taken by the Government in this regard?

Answer

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH)

(a) No firm proposal, where all preliminary pre-requisites have been completed and which was sponsored by the State Government, is pending for sanction with the Union Government. However, a reference was made by the State Government in the year 1997 for construction of Road Over Bridge at Palimarwar and at Basni. Details were furnished by the Railways, but State Governmentdid not pursue the matter further.

(b) Few representations have been received from the public representatives for construction of Road Over bridges at various locations in Rajasthan namely, Barmer, Basni, Balotra, Ratangarh, Suratgarh, Kishangarh, Vijay Nagar, Abu Road, Sirohi Road, Ranapratap Nagar, Kota, Jaipur etc. But firm proposals have not been sponsored by the State Government in this regard.

(c) Railways undertake construction of Road Over/Under Bridges in lieu of existing level crossingson cost sharing basis or on deposit terms depending upon the density of traffic at the level crossing. Proposals are sponsored by the State Governments concerned duly fulfilling certain preliminary pre- requisites. When the traffic density at the level crossing is one lakh or more TVUs (train vehicleunits), works are taken up on cost sharing basis, otherwise on `deposit terms` at the cost of sponsoring Authority. This requirement of minimum traffic level is relaxed in case of level crossings located in busy Station yard and on suburban section where frequency of Train services is high.

(d) No Sir.

(e) Does not arise.

(f) Construction of Road Over/Under Bridges is mainly necessitated due to increase in road trafficand the major beneficiary is the Road Authority. There is also resource crunch due to which the Railways are unable to meet with the huge requirement of funds for this purpose. Cost sharing bythe State Government, as they are the major beneficiaries, is therefore, justified and is based on the provisions contained in the Indian Railway Act.

(g) Yes, Sir.

(h) and (i) Road Over bridge at Kishangarh in lieu of level crossing No. 28 (Rupangarh Road) isjustified on cost sharing basis. Regarding Road Over Bridge at Vijay Nagar in lieu of level crossingNo. 41, Railway can take up the work on `Deposit terms` as the

traffic density at the level crossing is less than one lakh TVUs.State Government has not yet sponsored the proposals in regard to replacement of these level crossings with Road Over/Under Bridges.